

How British Achieved Supremacy in the Air

Retreat From Mons Established the Value of Aviation in Modern Warfare, and Britain Has Built up a Wonderful System

(This is the first of a series of articles by Mr. Willison, dealing with different phases of the war situation.)

The year 1917 opens on the western front with the British armies maintaining that superiority over the enemy which has been a feature of their operations for months. Behind the simple fact of supremacy lies a story of organization as dramatic as anything in the history of the war. When the First British Expeditionary Force fought desperately against overwhelming odds in the great Mons retreat, the Royal Flying Corps was a small and untried factor in warfare. In London one or occasionally meets some airman who knows something of British flying history in that period. The stories he tells are disconnected and uncertain. The impression he leaves is one of heroic service under new and unparalleled conditions. The retreat from Mons established the value of flying men in modern war. From then on Britain was to challenge the world in airship construction.

For years Germany has boasted her airmanship. France was admittedly a formidable rival. England did not exist as far as an air factor in German opinion. But when the battle of the Marne opened the long months of trench warfare the allies succeeded rapidly in establishing air equality, if not supremacy. That is a fact and it is one of the astounding facts of the war. Germany realized it. She had thrown her greatest energies into the construction of Zeppelins and she was finding the Allies' eyesight equal to hers. The great trial of expansion and construction commenced. On the Western front the early equality of the British and French airmen disappeared. A new machine, the Fokker, came to challenge our domination of the "upper air." Those were hard days for the Allies' pilots and observers. Speed was against them and with speed a tremendous advantage in aerial warfare.

There was no shirking the unequal contest. Day after day our men flew over the lines to meet the enemy. They fought well and hard and often did not come back. Those who returned looked to Britain and the British workshops. Their faith was justified. For a period the Hun dominated the front, then new types of planes began to appear among the British machines. Our men were since the war, had shown a greater daring, a better fighting intelligence, and a persistent disposition to engage the enemy, began to win back their own. The Times and the

progressive press was hammering the government daily demanding faster construction and better machines. East Herts, in a dramatic political conflict, returned Pemberton Billing, an airman, as an independent member of the House of Commons. He spoke with authority, although with a suggestion of hysteria. The country and the government were roused to perfect the air service and, although much advocated by the supporters of the flying services had already been accomplished, the campaign assured government sympathy with development proposals.

Enemy Avoids Conflict

The fruits of old and new efforts became daily more noticeable on the Western front. The enemy began to show his old disposition to avoid conflict save where the odds were two or three to one. He employed fleet tactics in reconnaissance and bunched his machines. It brought him little relief. With new planes better equipped and faster, British airmen fought him every day—fought him at his own odds, out-manoeuvred him, "licked" him. For six months our supremacy of the air has never been successfully challenged. The history of the great British struggle on the Western front is one of air-increasing domination of the air by our flying men. The Hun has literally been driven to the ground and the enemy command is suffering daily from inability to observe our movements.

Valor and Workshops

So we end the year and close another chapter marked by German failure. All the vauntings and boasting of a decade have come to naught because of British valor and British workshops. The morale of enemy airmen has deteriorated, his machines are not as good as ours, he cannot match our constructive activity.

When the war broke out an aeroplane was an unusual sight and an aeroplane was a curiosity. To-day there are aeroplanes all over England, from small stations to great encampments—and flying machines scarcely call for comment. Squadrons have been created almost by magic. Single machines at the first of the war are represented now by squadrons and the squadrons of a year and a half ago would only form a portion of the air fleet of to-day. Expansion has been literally upon a colossal scale. Men who had never been in the air two years ago are now commanding flights, while lieutenants direct squadrons.

LADY'S TUNIC SKIRT

By Anabel Worthington.

Separate skirts for the winter season show a semi-fitness with individuality in the belt and the adjustment of a tunic or arrangement of pleats as fancy may direct. In the model illustrated, in addition to the deep tunic, there is an applied circle of yoke depth and button trimmed, to make the wearer look and feel modestly dressed.

The skirt is cut in two gores, mounted on a raised waistline and has ample fullness without noticeable flare. This is an extremely graceful design for developing in serge, broadcloth, satin, divyette on similar weaves. It is a desirable style for uniting two materials also and an economical pattern for remodeling last year's garment, using the best part for the foundation and some new material for the tunic, or one may do just the opposite.

If you have "only just so much for a skirt," this is your opportunity to join smart fashion and limited income. An amateur will find the making of the garment "plain sailing" with the illustrated pattern before her.

The skirt pattern, No. 8098, cuts in sizes 24 to 30 waist. To make in size 24



requires 4 1/2 yards of 36 inch material, with girde of self or other material. To obtain the pattern, send 10 cents to the office of this publication.



THE COBWEB SIGN.

Said Granny Grundle, the little old fairy in the fairy forest who mends and darns for the fairies: "Jack Spider, that's a wonderful parascal you wove for me of a cobweb. Dear me, I'm as proud as proud as a cat on a hot tin roof. A gust of wind came along and it didn't even collapse and then after a while it rained pretty hard, but, though the cobweb over my head sagged a little, it didn't come down."

"Be careful just the same," warned Jack Spider. "Every once in a while rain does manage to get the best of a cobweb. I've seen 'em collapse myself."

"Every fairy in the fairy forest," laughed Granny, "stares at my cobweb parascal. And they all ask me where I got it and what I paid for it."

Now Granny had promised to keep Jack Spider's web mended for a fairy year, and that was pay enough for the beautiful parascal, but when he heard that all the other fairies envied Granny Grundle her parascal, he grew thoughtful.

"Granny," he said, "I've a notion I'm going to make fairy parasols for a living. I'm busy by nature, and

now that you've agreed to keep my web mended for a year, I haven't a thing to do. Like as not I'd get a lot of fairy parasols to weave if the fairies only knew I'd do it."

"And, of course," said Granny, "beaming at him over her spectacles, 'I'd get the mending to do. It's not a bad idea, Jack. Not bad at all.' As indeed it wasn't.

So Jack Spider went to work, and first he wove upon a bush a cobweb sign and this is what it said: I Weave Fairy Parasols of Cobweb. GIVE ME A CHANCE. Jack Spider.

Do you know, almost in no time these were elves starting all that bush and fairies and oaks and witchies, and all the queer fairy folk in the fairy forest.

Why, they all wanted cobweb parasols!

"My, my, Jack!" whispered Granny Grundle, "you have got yourself into it and no mistake! You'll have to work from now until doomsday to get parasols woven for all that mob of fairies."

"I'll build me a cobweb shop," said Jack Spider, "and I'll get a lot of spider assistants."

And he did.

SIDE TALKS

By RUTH & CAMERON

ADVICE

I want to tilt at an accepted belief to-day,—that it is not wrong to give advice carelessly because people never take the advice they ask for.

"Advice is the one thing which everybody likes to give and nobody likes to take" is a typical epigram,—that is "something that people accept as true because it is easy to remember."

But is it wholly true? Aren't we swayed by what other people think we ought to do more than that admits.

Many Times I Was Bolstered Up By Good Advice.

As I look back I can see many a place where what people thought I ought to do upheld me.

To take a humble instance. Once upon a time when I was a newspaper reporter I lost my position just two or three weeks before Christmas. I had only had the position about two months and I had been saving hard for two things, to get myself a much needed winter outfit, and to buy some nice Christmas gifts. I had not saved enough to do both and I was in a quandry. Should I buy nearly Christmas presents and get the suit or should I wear my old clothes, buy the lovely Christmas presents I had planned and get a new suit when I landed the new position of which I had strong

hopes.

I Thought She'd Advise Me to Do What I Wanted.

I met a friend on the street one day and I put it up to her. She was the kind of person whom I expected to advise me to do what I selfishly wanted to do—get the suit. Instead she gave me a surprise by saying, "Get the Christmas presents." And I did.

The sequel is rather interesting. I landed the new position and after Christmas, when prices were down, I ever owned or expect to own. Had I bought before Christmas I should, needless to say, have gotten something commonplace.

Sometimes I Get the Advice I Wickedly Want.

That is one of many times when I was helped up by good advice to do the unselfish thing.

And then there were other occasions when I weakened by someone who deliberately chimed in with the advice my selfish self was giving me.

It is always a temptation to do that when people ask advice. It gives one a temporary popularity. But it isn't real friendship. Refuse to advise at all if you wish but if you speak, don't be careless in your advice giving. Remember you may speak at just the moment of indecision when your word will tip the scales one way or the other.



THE SLEEPING PORCH

There still are folks who sleep indoors, in closed up rooms they leave their snores, and breathe the stale and stagnant air which harbors germs and microbes there. And when the shades of night are sped, and they crawl stiffly out of bed, they say they're feeling worse, a heap, than are they had their little sleep. I used to slumber in a room that was as airtight as a tomb, and I was always out of whack, with rheumatism in my back, and corns and bunions on my knees, and every other punk disease. But now a sleep-

ing porch is mine, and over me the night winds wane. I rise when comes a sunrise glow, and from my wishbone brush the snow, and thaw the ice from nose and ears, and greet the day with hearty cheers. And I'm so hearty and so hale, the undertaker lifts a wail. He uses to think he'd get me soon, and plant me out beneath the moon, when I was croaking my ills, and blowing coin for beeswax pills. But, seeing me on buoyant feet, go scooting up the village street, and prancing like an acrobat, he doesn't know where he is at.

LADY'S FUR SET

By Anabel Worthington.

In the history of women's clothes fur never reached such heights as it has this season, and the woman who has not a fur set or a set trimmed with fur for wear when the mercury drops will be cast out into utter darkness by Madame Mode. It is not necessary to have expensive furs; pieces from an old scarf that is not quite up to the mark for use this winter or parts of a discarded muff may be used effectively with plush, velvet or Angora cloth and give you use to feel on good terms with yourself, from the style standpoint.

No. 8095 shows a very becoming set that is easy to make and that will be prized by the possessor for its artistic charm as well as for the joy of its comfort giving qualities. The scarf is distinctly pleasing in its cut and if made of velvet or plush may be interlined with wool or cotton wadding, and the hood shape muff may have a similar lining when a muff bed is not used. In mole-skin plush this set would be very effective—or in high pile velvet if rabbit or other fur contrasting in color. Angora cloth, Arabian lamb's skin, or even corduroy, may also be used with satisfaction.

The pattern of No. 8095 cuts in ONE size only. To make the scarf requires 1 1/2 yards 12 inch or wider fur for the



the muff about 3/4 yard 18 inch or wider fur for the outside and the same for the lining. For scarf and muff 1 1/2 yards 10 inches for the outside and 1 3/4 yards 10 inches for the lining. To obtain the pattern send 10 cents to the office of this publication.

HUMILATED BY STAND OF U.S

Thos. A. Edison is Strongly Pro-Ally and Anti-German FRANCE

He Says, Has Proved Himself Banner Nation of the World

There is no private American citizen whom the people of the United States are prouder of than Thomas A. Edison, the inventor. The fact that he has not up to the present time definitely declared himself upon the issues raised by the war, and that he and Henry Ford have been photographed together has conveyed the impression that he is a neutral or a pacifist, who believes one of the belligerents is as bad as another. A long interview with Mr. Edison which appears in the New York Sun, dissipates that idea. Mr. Edison is definitely pro-Ally and anti-German. "The French are proving themselves to be the real people of the world, the most splendid people, perhaps, that the world ever has known, for they are combining wonderful efficiency with an absolute devotion which rises to heights of almost fanatical self-sacrifice."

Not Blind to British Faults.

Edison is not so unreserved in his praise of the British people. He is not blind to their faults any more than the British people are blind to the faults of Americans, and "this means pretty good eyesight."

Praise for Navy.

Edison believes that the war has finally solved many problems for the British Empire. It has drawn her colonies and self-governing dominions together in indissoluble bonds. It solved the woman suffrage problem, for he assumes that women will be granted the vote in recognition of what they have done in the war. Never again will there be the old low wages, although there will undoubtedly be a decrease from the present war rates.

No more will there be a prejudice against labor-saving machinery, and great temperance reforms are to be exacted.

Of sea power he has this to say: "British sea power has been a good thing for the United States. It has been as valuable to us as it has to Britain. It has been valuable to all mankind, including the very nations which now are fighting against it. Americas Should Help Allies."

The great inventor said that as far as the future was concerned he did not believe any definite "understanding" would be necessary between Great Britain and the United States, because to all intents and purposes the people of the British Dominions are "Americans." In the sympathy and convictions of the two people there is already a treaty more binding than anything that could be put on paper. "I believe," he said "that every real good American realizes the fact that Britain and France are fighting our battles, and I think that those who do not believe this are not good Americans or are very ill-informed Americans. Personally, he expressed his humiliation that the American people have not been able to do more for the Allies. A powerful American navy, would he believes, have prevented most of Germany's naval outrages. While not wishing to violate Washington's injunction about "entangling alliances," he was convinced that the United States would have to take her stand with the Allies after this war in order to prevent future world conflagrations.

Temporary reduction, passenger train service to facilitate freight movements, effective Sunday, January 14th, 1917. Particulars from Ticket Agent, Canadian Pacific Railway or W. B. Howard, District Passenger Agent, Toronto.

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